



# INDEPENDENT INVESTIGATIONS DIVISION

Report Concerning the Police-Involved  
Death in Prince George's County on  
February 1, 2025

June 18, 2025

*Public Release: June 25, 2025*

## **Declination Report Concerning the Officer-Involved Death of Aniyah Redd on February 1, 2025**

The Independent Investigations Division of the Maryland Office of the Attorney General (the “IID”) is charged with investigating “police-involved incidents that result in the death of individuals or injuries likely to result in death.”<sup>1</sup> If the Attorney General determines that the investigation provides sufficient grounds for prosecution, then the IID “shall have exclusive authority to prosecute the offense.”<sup>2</sup>

### **I. Introduction**

On February 1, 2025, approximately 7:58 p.m., Prince George’s County Police Department (PGPD) and Forest Heights Police Department (FHPD) officers, along with the Chief of the Edmonston Police Department (“EPD”) attempted to stop a stolen Mercedes Benz (“Mercedes”) sedan being driven by an adult woman later identified as Aniyah Redd. Ms. Redd drove away from the officers and crashed behind a nearby business, flipping the Mercedes onto its side. Before officers could approach the vehicle and make contact, Ms. Redd exited the Mercedes, climbed over a fence, and entered Interstate 495 (“the Beltway”).<sup>3</sup> As the officers attempted to locate Ms. Redd, one officer observed her crossing the Beltway on foot. Ms. Redd was then struck by two uninvolved vehicles. Ms. Redd was killed on impact and pronounced dead on scene. The occupants of the uninvolved vehicles were not injured and remained on scene until investigators arrived.

After completing its investigation and evaluating all the available evidence, the Office of the Attorney General has determined that the subject officers did not commit a crime under Maryland law. Accordingly, the Attorney General has declined to prosecute any of the subject officers in this case.

The IID’s investigation focused exclusively on potential criminal culpability relating to the officers’ conduct. By statute, the IID only has jurisdiction to investigate the actions of Maryland police officers, not those of any other individuals involved in the incident. Therefore, the IID’s investigation did not specifically examine any potential criminal culpability of the decedent or of the uninvolved civilian drivers who struck the decedent in this incident. Moreover, the IID’s analysis does not consider issues of civil liability or the department’s administrative review of officers’ conduct. Compelled statements by subject officers may be considered in civil or administrative processes but may not be considered in criminal investigations or prosecutions due to the subject officers’ Fifth Amendment rights. If any compelled statements exist in this case, they have not been considered in the IID’s investigation.

This report contains a factual narrative followed by a legal analysis. Every fact in the narrative is supported by evidence obtained in this investigation, including forensic and autopsy reports, a crash investigation report, police radio transmissions, dispatch records, police and emergency medical services reports, body-worn and dashboard camera footage, photographs, department policy, and interviews with civilian and law enforcement witnesses. The subject

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<sup>1</sup> Md. Code, State Gov’t § 6-602 (c)(1).

<sup>2</sup> Md. Code, State Gov’t § 6-604 (a)(1).

<sup>3</sup> This section of the Beltway is eight lanes wide, not including exit ramps, with a speed limit of 55 m.p.h. It has a guardrail on the northbound side, and a wall on the southbound side. The northbound and southbound lanes are divided by a grassy median with a guardrail.

officers chose not to make a statement in this case, which has no impact on the prosecutorial decision. The legal analysis explains why the IID will not bring charges under the relevant Maryland statutes.

This investigation involved the decedent and four subject officers:

- A. The decedent, Aniyah Redd, was 23 years old at the time of the collision. She was a Black female who lived in Washington, DC.
- B. EPD Chief Eric Beale has been employed by EPD since September 2021 and has six years of prior law enforcement experience. He is a Black male who was 34 years old at the time of the incident.<sup>4</sup>
- C. FHPD Officer Aaron Hazel has been employed by FHPD since April 2023. He is a Black male who was 26 years old at the time of the incident.
- D. Corporal David Gross has been employed by PGPD since November 2011 and has eleven years of prior law enforcement experience. He is a White male who was 49 years old at the time of the incident.
- E. Sergeant Timothy Shomper has been employed by PGPD since June 2014 and has five years of prior law enforcement experience. He is a White male who was 35 years old at the time of the incident.

The IID reviewed all available departmental disciplinary records and criminal histories of these involved parties and where they existed, determined none were relevant to this investigation.

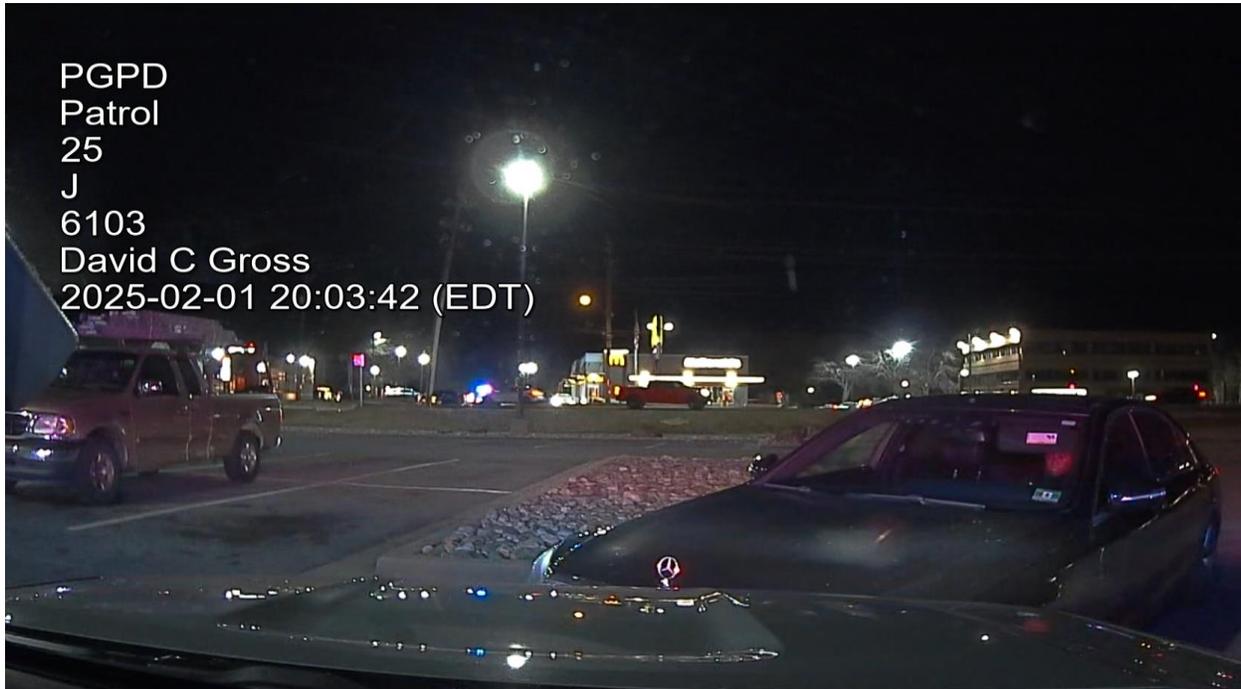
## **II. Factual Summary**

On February 1, 2025, at approximately 7:58 p.m., a license plate reader registered a hit on a black Mercedes sedan that had been reported stolen in a carjacking approximately six hours earlier. PGPD officers located the Mercedes in a business parking lot located in the 6000 block of Oxon Hill Road, in Oxon Hill, Maryland. Thereafter, several PGPD and FHPD officers, including PGPD Cpl. David Gross, PGPD Sgt. Timothy Shomper, and FHPD Officer Aaron Hazel, along with EPD Chief Eric Beale, positioned their vehicles to observe the Mercedes.

At approximately 8:03 p.m., Aniyah Redd walked to the Mercedes, entered it, and started its engine. At 8:03:38 p.m., the subject officers attempted to conduct a vehicle stop with their emergency lights and sirens activated. PGPD Cpl. David Gross drove directly in front of the Mercedes with his lights and sirens activated. Ms. Redd did not stop, but instead immediately drove away.

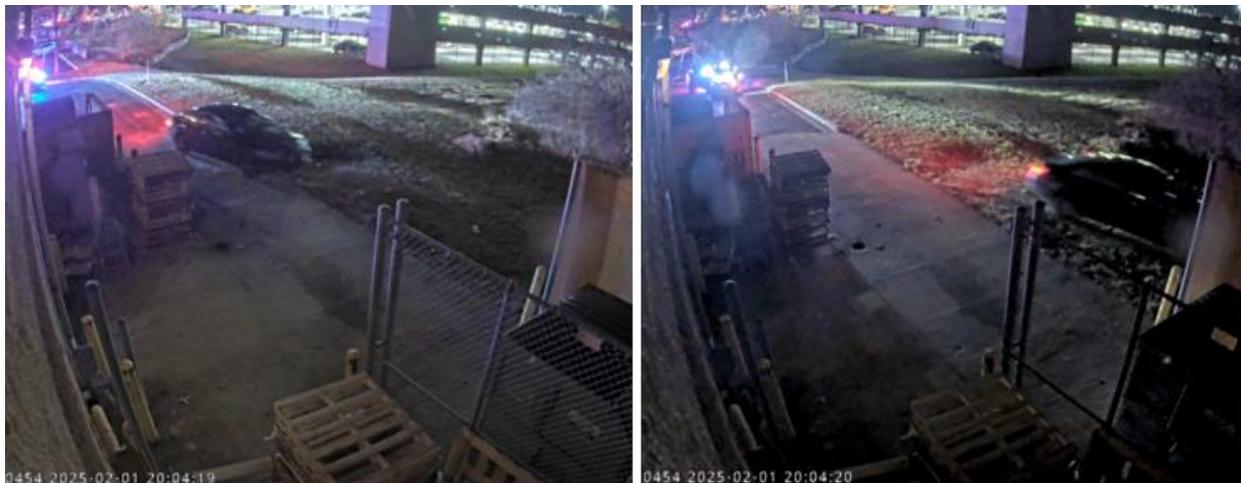
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<sup>4</sup> Public Safety Article § 3-201 explicitly states that a chief of police does not fall under the definition of “police officer,” and therefore, the investigation of Chief Beale is not within the jurisdiction of the IID. However, the IID obtained the authority to assume the Chief Beale investigation after the Office of the State’s Attorney for Prince George’s County formally referred the investigation in the interest of efficiency, which is authorized by State Government Article § 6-602(c)(2)(i).



*Image 1:* A still image from Cpl. Gross's dashboard camera footage, during the initial attempt to stop the Mercedes. Ms. Redd is in the driver's seat of the Mercedes.

Ms. Redd then drove in a circle around the perimeter of the parking lot while multiple marked patrol cars with active lights and sirens followed closely behind her; Chief Beale was directly behind the Mercedes, followed by Officer Hazel, and Sgt. Shomper. As they followed, the subject officers maintained control of their vehicles while within in the parking lot, slowing when necessary. At 8:04:19 p.m., Ms. Redd drove to the rear of one of the businesses and came to a dead end. Ms. Redd then accelerated off-road into a grassy area and downhill until the Mercedes went into a ditch, flipped onto its passenger side, and came to rest against a chain-link fence.



*Images 2 & 3:* Still images of surveillance camera footage from a business, showing Ms. Redd driving the Mercedes off-road.

Within seconds, Ms. Redd exited the Mercedes and climbed over the chain-link fence, then ran through a wooded area toward the northbound lanes of the Beltway. At 8:04:30 p.m., Chief Beale, Officer Hazel, and Sgt. Shomper approached the flipped Mercedes on foot with their service

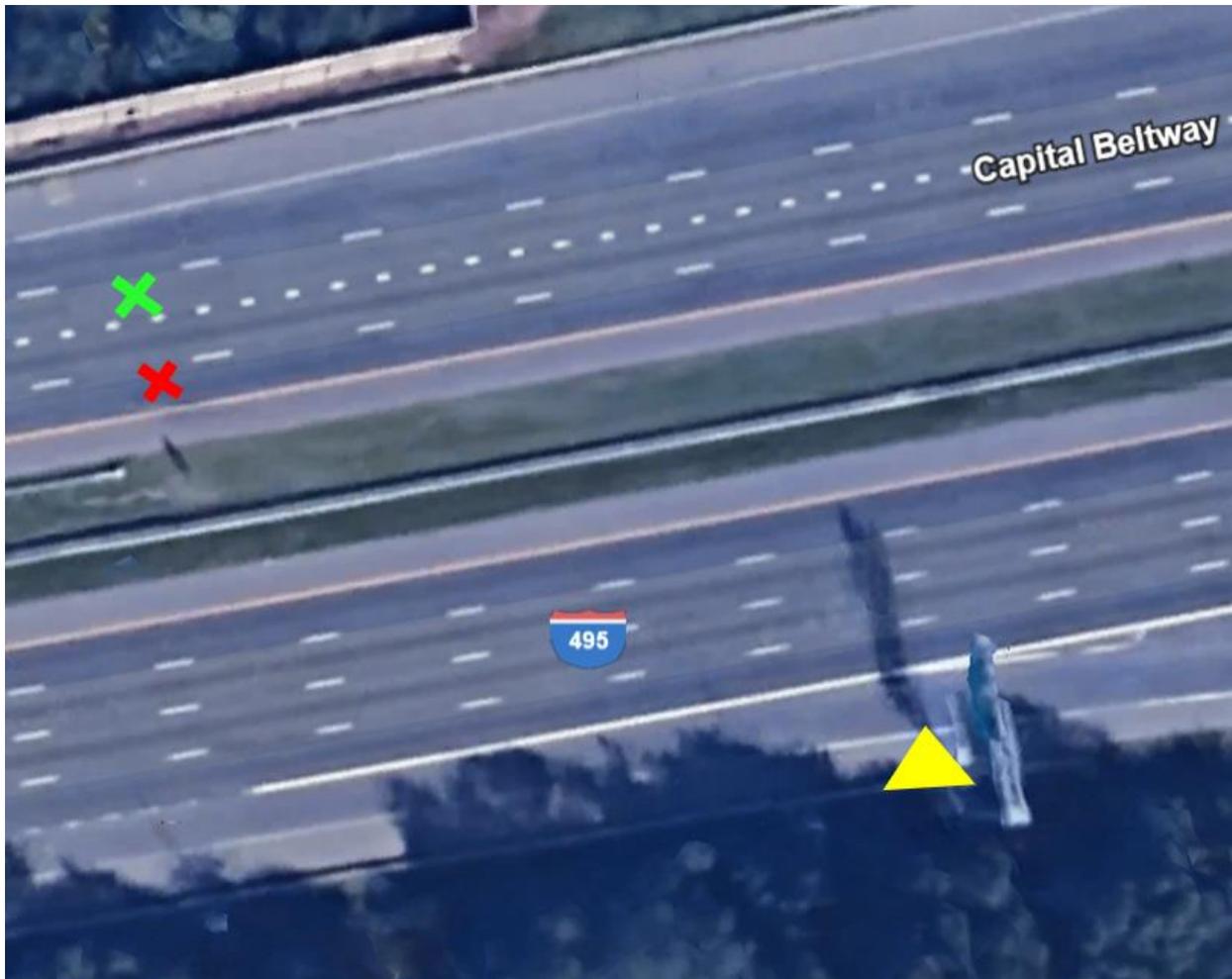
weapons drawn and verbally ordered the driver to show their hands. At 8:04:41 p.m., the subject officers realized that the driver had exited the Mercedes and climbed the fence.

Between 8:04:46 p.m. and 8:05:07 p.m., each of the subject officers—Sgt. Shomper first, Officer Hazel second, and Chief Beale third, climbed the fence looking for Ms. Redd. At 8:05:00 p.m., a witness officer radioed that the subject driver was running across the Beltway.



*Image 4:* A still image from a witness officer's body-worn camera. Ms. Redd, circled in blue, can be seen running across the Beltway. Sgt. Shomper's flashlight beam, circled in red, can be seen approaching the guardrail on the shoulder of the Beltway, and Chief Beale, circled in red, can be seen climbing over the Mercedes. Ofc. Hazel is not visible because he was positioned behind the Mercedes on the other side of the fence.

When the subject officers reached the shoulder of the Beltway, they traveled northbound in the opposite direction that Ms. Redd was running. At 8:05:29 p.m., Sgt. Shomper turned and faced southbound, then radioed that Ms. Redd was on the southbound side of the Beltway near Exit 4. The subject officers did not pursue Ms. Redd and remained positioned on the northbound side of the Beltway.



*Image 5:* A diagram showing the approximate locations of the responding officers on the shoulder of the Beltway (the yellow triangle), the location where Ms. Redd was struck by the first vehicle (the green “X”), and where Ms. Redd landed after that initial collision (the red “X”). The green “X” and the yellow triangle are approximately 220 feet from one another.

At 8:05:39 p.m., Ms. Redd was hit by an uninvolved vehicle as she attempted to cross the southbound lanes of the Beltway on foot. Ms. Redd had crossed all four northbound lanes, and three of the four southbound lanes when she was struck by a civilian vehicle. The impact lifted her body into the air, and she landed two lanes to the left, where she was struck by a second civilian vehicle and dragged several feet.

After Ms. Redd was struck, the subject officers and other witness officers stopped traffic and crossed the Beltway to reach her. By the time the subject officers reached Ms. Redd, she was deceased, appearing to have sustained multiple injuries incompatible with life. At approximately 8:17 p.m., Prince George’s County Fire Department medics arrived on scene and Ms. Redd was pronounced dead.

### **III. Supplemental Information**

#### **A. Autopsy**

The Office of the Chief Medical Examiner performed an autopsy of Ms. Redd on February 2, 2025. The medical examiner determined that Ms. Redd died from multiple injuries sustained as a pedestrian struck by a motor vehicle and that the manner of death was an “accident.”<sup>5</sup>

#### **B. Maryland State Police Crash Investigation Report**

The Maryland State Police Crash Team responded to the scene and completed a detailed crash investigation report. The report found that Ms. Redd was running across the Inner Loop (the southbound lanes) of the Beltway from east to west when she was struck by a BMW sedan. Ms. Redd struck the left front edge of the BMW, rolled up the hood, and then shattered the sedan’s windshield. The impact caused Ms. Redd to travel to the far-left lane at a speed between 37 m.p.h. and 45 m.p.h. Ms. Redd then landed and slid approximately fifteen feet before coming to rest. Once at rest, a Honda pickup truck drove over Ms. Redd and dragged her approximately ninety-five feet. Neither the BMW nor the Honda’s electronic data were able to be recovered by MSP crash investigators.

#### **C. Department Policy**

Each of the three involved police departments have written policies that provide regulations and guidance for their officers.

##### **1. Prince George’s Police Department Policy**

PGPD General Order Manual Volume II, Chapter 48, governs both vehicular and foot pursuits for PGPD officers. The policy states that whether engaged in a vehicle pursuit or a foot pursuit, PGPD officers must primarily be concerned with preserving life and must not disregard safety with the single-minded goal of apprehension. Throughout a pursuit, PGPD officers must balance the need to apprehend an offender and the risks of potential danger to themselves and/ or citizens.

The policy defines a vehicle pursuit as an active attempt by an officer in an emergency vehicle to apprehend a motorist who is refusing to stop or exhibits a clear intention to avoid apprehension by using high speed and/ or evasive driving tactics. A foot pursuit is defined as an officer chasing, on foot or bicycle, a person who is attempting to evade law enforcement. PGPD officers are only permitted to engage in a vehicle pursuit if there is a “reasonable and articulable

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<sup>5</sup> Manner of death is a classification used to define whether a death is from intentional causes, unintentional causes, natural causes, or undetermined causes. The Maryland Office of Chief Medical Examiner uses five categories of manner of death: natural, accident, suicide, homicide, and undetermined. “Accident” applies when injuries caused the death in question and there is little or no evidence that the injuries occurred with the intent to harm or cause death. These terms are not considered a legal determination, rather they are largely used to assist in the collection of public health statistics. “A Guide for Manner of Death Classification,” First Edition, National Association of Medical Examiners, February 2002.

suspicion” that a fleeing offender has committed, is committing, or attempted to commit: (1) homicide; (2) a contact shooting; (3) armed robbery; or (4) armed carjacking.

During vehicle pursuits, PGPD officers must activate their emergency lights and sirens, and radio dispatch to inform them that: the pursuit is occurring; the reason for the pursuit; a description of the subject vehicle; the direction and location of travel of the pursuit; and any information about the number of occupants and weapons involved in the incident. Additionally, officers are responsible for driving with due regard for the safety of all persons throughout the pursuit. Officers must terminate a vehicle pursuit when further pursuit would be futile, if there is a critical vehicle malfunction with the pursuing officer’s cruiser, and when the pursuit causes a clear and unreasonable danger to the officer, the fleeing motorist, and the general public which outweighs the value of apprehending the suspect.

PGPD policy does not have limits on crimes for which an officer can engage in a foot pursuit. During foot pursuits, PGPD officers must, as soon as practicable, notify dispatch of: their identity; the location and direction of travel of the pursuit; the reason for the pursuit; the number of suspects being pursued; a clothing description of the suspect; if the suspect is known or believed to be armed with a weapon; and if sight of the suspect is lost, what their last location was.

## 2. Forest Heights Police Department Policy

FHPD Policy 307 governs vehicular pursuits. It states that officers are authorized to chase a fleeing vehicle when a suspect who has been given an appropriate signal to stop by police when one of four crimes has occurred: (1) homicide; (2) a contact shooting; (3) armed robbery; or (4) armed carjacking.

During vehicle pursuits, FHPD officers must activate their emergency lights and sirens, and radio dispatch to inform them of: the location, direction of travel, and speed of the pursuit; a description of the suspect vehicle; the reason for the pursuit; the identity of any other law enforcement agencies in the pursuit; the weather, traffic, and road conditions; and the need for any additional resources or equipment. Additionally, officers are responsible for driving with due regard for the safety of all person and property throughout the pursuit. A vehicle pursuit must be terminated when under the totality of the circumstances, it reasonably appears that the risks of continuing the pursuit outweigh the risks resulting from the suspect’s escape.

FHPD Policy 308 governs foot pursuits. The safety of the officer should be the primary consideration for determining whether a foot pursuit should be initiated or continued. Officers are permitted to initiate a foot pursuit of any individual that the officer reasonably believes is about to engage in, is engaging in, or has engaged in criminal activity. As soon as practicable, officers pursuing on foot should radio dispatch with the location and direction of travel; their identity; the reason for the foot pursuit; the number of suspects and their description; and whether the suspect is known or believed to be armed.

## 3. Edmonston Police Department Policy

EPD Policy 306 governs vehicular pursuits. It states that officers are authorized to chase a fleeing vehicle when a suspect who has been given an appropriate signal to stop by police. Officers must consider the seriousness of the known or suspected crime, and the safety of the public in the

area of the pursuit when deciding to initiate or continue a pursuit. If a supervisor is unavailable to authorize a pursuit, the officer must terminate the pursuit immediately and leave their body-worn and in-car camera on to document that the pursuit was terminated.

During vehicle pursuits, EPD officers must activate their emergency lights and sirens, and radio dispatch to inform them of: the location, direction of travel, and speed of the pursuit; a description of the suspect vehicle; the reason for the pursuit; the identity of any other law enforcement agencies in the pursuit; the weather, traffic, and road conditions; and the need for any additional resources or equipment. Additionally, officers are responsible for driving with due regard for the safety of all person and property throughout the pursuit. A vehicle pursuit must be terminated when under the totality of the circumstances, it reasonably appears that the risks of continuing the pursuit outweigh the risks resulting from the suspect's escape.

EPD Policy 307 governs foot pursuits. The safety of the officer and the public should be the primary consideration for determining whether a foot pursuit should be initiated or continued. Officers are permitted to initiate a foot pursuit of any individual that the officer reasonably believes is about to engage in, is engaging in, or has engaged in criminal activity. As soon as practicable, officers pursuing on foot should radio dispatch with the location and direction of travel; their identity; the reason for the foot pursuit; the number of suspects and their description; and whether the suspect is known or believed to be armed.

#### **IV. Legal Analysis**

After a criminal investigation, prosecutors must determine whether to bring criminal charges against someone. When making that determination, prosecutors have a legal and ethical duty only to charge a person with a crime when they can meet the State's burden of proof; that is, when the available evidence can prove each element of the alleged crime beyond a reasonable doubt. Prosecutors also need to determine whether the person accused could raise an affirmative defense. In those cases, prosecutors not only need to prove the crime, but they also need to determine whether the evidence could disprove the defense beyond a reasonable doubt. Ultimately, the decision to bring any charges rests on whether the available evidence is sufficient for prosecutors to meet that standard.

The relevant offense that was considered in this case is Involuntary Manslaughter, which occurs when an accused person's grossly negligent conduct causes the death of another person.<sup>6</sup>

The evidence in this case shows that the subject officers did not violate the aforementioned statute because there is insufficient evidence to prove that they were grossly negligent. Accordingly, the IID will not pursue criminal charges against any of the subject officers. This report explains in further detail why, based on the evidence, a prosecutor could not prove beyond a reasonable doubt that any subject officer committed a crime.<sup>7</sup>

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<sup>6</sup> MPJI-Cr 4:17.9.

<sup>7</sup> This report does not analyze whether the subject officers caused the death of Ms. Redd because there is insufficient evidence to establish that the subject officers acted with gross negligence.

## A. Involuntary Manslaughter

To prove involuntary manslaughter, a prosecutor would need to prove beyond a reasonable doubt that the subject officers acted in a grossly negligent manner, and that their gross negligence caused Ms. Redd's death.<sup>8</sup> Gross negligence is conduct that demonstrates a "wanton and reckless disregard for human life."<sup>9</sup> To determine whether the subject officers acted with gross negligence, prosecutors must examine the subject officers' actions that could have had an impact on Ms. Redd's death. In this case, the relevant actions to consider are the subject officers' initial engagement with Ms. Redd and the related vehicle and foot pursuits.

With regard to their initial engagement with Ms. Redd, the subject officers are legally authorized to enforce the criminal laws of the State of Maryland,<sup>10</sup> which include armed carjacking<sup>11</sup> and related charges. The Mercedes that Ms. Redd was driving was suspected of being stolen in an armed carjacking earlier that day. The subject officers observed Ms. Redd enter the parked Mercedes and drive away. These facts gave the subject officers reasonable articulable suspicion that Ms. Redd was actively engaging in criminal activity.<sup>12</sup> In response, the subject officers attempted a traffic stop. Each subject officer activated the emergency lights and sirens on their marked patrol cruisers to signal Ms. Redd to stop. The subject officers' actions were consistent with their legal authority and the behavior of reasonable officers under similar circumstances. Accordingly, there is no evidence that the subject officers' conduct during their initial engagement with Ms. Redd demonstrated a wanton and reckless disregard for human life.

Regarding the subject officers' vehicular pursuit of Ms. Redd, Ms. Redd refused to yield to the subject officers' initial attempt to stop the Mercedes. Instead, she drove the Mercedes away from the lights and sirens of the marked patrol cruisers. Because the Mercedes was reportedly stolen in an armed carjacking, each of the subject officers were permitted to engage in a vehicle pursuit. Once Ms. Redd began driving away, the subject officers kept their emergency lights and sirens remained activated and drove with reasonable care within the parking lot. Those actions were consistent with their legal authority and the behavior of reasonable officers under similar circumstances. Therefore, there is no evidence that the subject officers' conduct during their vehicle pursuit of Ms. Redd demonstrated a wanton and reckless disregard for human life.

With regard to the subject officers' foot pursuit of Ms. Redd, the subject officers approached the Mercedes on foot after it crashed. The subject officers initially approached the Mercedes with guns drawn while issuing verbal commands, even though Ms. Redd had already exited and fled from the Mercedes. Once the subject officers realized that Ms. Redd was not in the Mercedes, they crossed a fence into a wooded area to continue searching for her. While Sgt. Shomper—the first subject officer to reach the Beltway—was still in the wooded area, Ms. Redd had already begun crossing the Beltway on foot. When Sgt. Shomper and the other subject officers arrived at the shoulder, they traveled north toward Exit 4; at that time, Ms. Redd had crossed the median and was traveling southbound. According to the investigation, none of the subject officers attempted to cross the Beltway to apprehend Ms. Redd even after Sgt. Shomper located her. The subject officers' actions during the foot pursuit were consistent with their legal authority and the

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<sup>8</sup> MPJI-Cr 4:17.9.

<sup>9</sup> *Duren v. State*, 203 Md. 584, 588 (1954).

<sup>10</sup> Md. Code, Public Safety § 3-201.

<sup>11</sup> Md. Code, Criminal Law § 3-405(c).

<sup>12</sup> Possession of stolen property is a crime under Md. Code, Criminal Law § 7-104.

behavior of reasonable officers under the circumstances. Thus, there is no evidence that the subject officers' conduct during the foot pursuit demonstrated a wanton and reckless disregard for human life.

Given the totality of the circumstances, there is no evidence to indicate that the subject officers' conduct demonstrated a wanton and reckless disregard for human life. Accordingly, the Office of the Attorney General will not charge the subject officers with involuntary manslaughter in this case.

## **V. Conclusion**

This report has presented factual findings, legal analysis, and conclusions relevant to the February 1, 2025, fatal police-involved pedestrian collision in Prince George's County that resulted in the death of Aniyah Redd. The Office of the Attorney General has declined to pursue charges in this case because, based on the evidence obtained in its investigation, the subject officers did not commit a crime.